

THE RIGHT WAY.

While neighbouring sections are more or less disturbed, we are glad to record that this district, and in fact the entire prefecture to which it belongs, is quiet. This is no doubt due in part, at least, to the fact that the highest civil and military authorities are intelligent men, and treat the people alike without regard to religious belief, and do not treat petitions from the missionaries or their adherents "as so much waste paper." The Emperor, and many like him, have yet to learn that men such as these, who by discountenancing disturbances, secure tranquillity to both Christians and non-Christians, are after all much better friends of her "loved people" than Li Ping-heng, Yu Hsien, and all that class, whom Heaven grant that Shantung may see no more.—*M. C. D. News Cor.*

THE "COUP D'ETAT" THAT FAILED.

The *China Gazette* of 3rd instant says:—there is a great dearth of news from Peking respecting the *Coup d'Etat* since we last appeared, and the only thing that appears to be tolerably certain is that the Empress Dowager has not succeeded in her nefarious plot to depose the lawful Emperor Kwang Hsu, who still continues to nominally reign. In the various temples throughout China where the tablets of the Emperor on China New Year's Day, we learn the tablets of Kwang Hsu remained in their usual place. From the South comes news of what looks like an attempt to burn the Yamen of Liang-chang in Canton on Wednesday, when he and the Provincial Mandarin were about to proceed to carry out the usual New Year's ceremonies.

THE PEKING "COUP D'ETAT."

The present Peking *Coup d'Etat* is attracting keen attention in Japan. The Progressists in the Diet have arranged to put some questions to the Government to ascertain its views on the matter. The questions relate to the situation in Peking before and after the *Coup d'Etat*, and to the rumored scheme of France and Russia to advance their troops to Peking. Some fear is expressed that the *Coup d'Etat* may lead to an outbreak of civil war in China.—*Kobe Herald.*

THE STRANDING OF THE "STRATHGYLE."

Further particulars as to the accident to the *Strathgyle* appear in the *Japan Advertiser* of the 29th inst. The *Strathgyle*, says our contemporary, coming up Yokohama bay on the morning of the 29th, from some unexplained reason got off her course, and ran hard and fast on the spit at Honmoku. As she lies on a soft muddy bottom, probably no damage will result, except from delay, as it is hoped that with a little lightening she will be got off. It is reported that, owing to the illness of Capt. McTavish, the steamer was in charge of the first officer. The *Strathgyle* was to have sailed for San Diego on the 31st.

AMOY AND JAPANESE POLICE.

Japanese newspapers are beginning to write about the necessity of Japan's acquiring the right of policing Amoy. They point to the repeated evidences recently furnished of anti-Japanese feeling in that place. It is true that the officer commanding the *Suma* has telegraphed that the fricas between a number of his men and the citizens did not assume a character calling for international representations, but there is no mistaking the object lesson it furnishes. Amoy is in a disturbed condition, and the Chinese police are evidently quite unable to preserve peace and good order. Germany has obtained the right of policing a part of the Shantung. Russia is invested with power to maintain order in the districts where she is building railways. But the question of good government in Amoy is even more important to Japan, for it is impossible for her to administer Formosa satisfactorily unless the unruly elements in Amoy are controlled. Some limits might be set to her exercise of police authority, but that it ought to be obtained, and that its scope should extend to the whole of Amoy the *Asahi* and the *Yomiuri* strongly insist. We (*Japan Mail*) have long expected something of this kind. The more Japan's points of contact with China are multiplied, the more inevitable is it that friction should be developed, and that remedies which Western States have found necessary under similar circumstances should be resorted to by Japan.

TRADE OPENINGS IN JAPAN.

The following notes regarding trade opportunities in Japan are taken from the *Canadian Manufacturer*.—With the rapid introduction of all classes of general machinery, there is a very large demand for leather and rubber belting, which demand is likely to increase year by year as factories are established. There are no gutta percha or rubber goods manufactured in the country. Steam boilers are being imported in considerable quantities from England, and the demand will continue, as there is a strong desire on the part of the Japanese to establish manufactories of various kinds throughout the country. The demand is especially for multitubular boilers. There are great possibilities for the sale of electrical apparatus, as there is sure to be a great development in the near future. There is only one electric road in Japan, at Kioto. The use of electrical dynamos, motors, and other classes of machinery will certainly increase very rapidly. New electric roads in the leading trade centres are projected. There is a capital opening for lathes, drilling machines, steam hammers, planers, punches, tapping machines, and all such lines. The sale of these will be extensive during the next few years. To insure success such lines require to be handled by a specialist.

ALLEGED FORGERY BY BANK OFFICIALS.

Recently a judge, a public procurator and some police officials paid a visit to the office of the Teikoku Noshu Bank at Otsu, where they searched. The *Osaka Asahi* informs its readers that the domiciliary search of the bank was due to the discovery of the forgery of private documents by the former officials of the Bank. Some of the officials, it is alleged, have been arrested on warrants issued by the Procurator.

FRENCH PLAGUE LYMPH.

Two thousand cases of the French plague lymph ordered by the Home Department from Hanou are expected to arrive at Kobe shortly on the *Alfreda*. The lymph will be sent to Osaka on its arrival to inoculate doctors engaged in plague, inspection, and hospital nurses and others who may come into close contact with plague patients.—*Kobe Herald.*

NEWS IN ADVANCE OF THE MAIL.

(From our Exchanges.)

NATAL.

Communication with Ladysmith.
LONDON, January 21st.
Captain Cayzer, Chief Signaller, has returned to headquarters from Weenen, after keeping up communications with Frere and Ladysmith for seven weeks from the top of Umkumbaba Mountain, whose ironstone rocks attract heavy shocks of lightning. Captain Cayzer endured great privations and was exposed to constant danger. His nearest water-supply was eight miles off. His messages totalled 41,000 words.

General French Pushes Forward.

LONDON, January 20th.
A despatch from Rensburg, dated Friday, says that General French advanced his flank eight miles to-day, securing a good camp, at which there is abundant water, unopposed.

Lord Dundonald's Defeat of the Boers.

SPEARMAN'S FARM, January 19th.
The force under Lord Dundonald has defeated the Boers—numbered at 300, the Natalians behaving splendidly, and the Field Artillery shelling vigorously.

SPIONKOP, January 19th.

General Buller visited Sir Charles Warren's column which started in Lord Dundonald's wake this morning.

The Boers must be prepared to defend 36 miles in a line from Colenso to Acton Homes, as the British are so skillfully disposed.

Belhume's Infantry, attached to General Warren's column, surprised and dispersed a Boer watering party, killing six.

A Despatch from Cape Town on Friday, says that Van der Merwe, the alleged Douglas rebel, was committed for trial, pleaded guilty, and asked for a light sentence.

An Arduous Undertaking.

LONDON, January 21st.
Sir Charles Warren's force is in magnificent spirits, and comprises the 1st Howitzer and other Batteries; considerable Cavalry and Irregular Mounted Infantry, etc.; 400 waggon, 500 transport animals, and train of nineteen miles in length. The marching is arduous, as copious rains have swollen the streams. At the end of the first day the force halted in a shady, healthy spot, close to the farm of Herr Pretorius, a loyal Dutchman, where they revelled in poultry, vegetables, and pasturage, until the heavy guns and transport arrived. The force commands the whole of the Ladysmith Valley.

General Buller forbids any enumeration of the troops.

More Boer Treachery.

The 10th Natal Borderers report instances of treachery on the 6th instant.

Fifty Boers raised their hands, crying "Don't shoot, we are the Town Guard." The Volunteers lowered their rifles and turned; and immediately a volley was poured into them. The Volunteers returned, and despatched the enemy completely.

On another occasion the enemy, when challenged, replied "Friends," shooting the picket forthwith.

Lieut. Digby Jones, R.E., who greatly distinguished himself in the recent fighting at Ladysmith, would have been recommended for the Victoria Cross, had he survived.

General Clerly's Advance.

LONDON, January 21st.
An official despatch states that General Clerly, who is with General Warren, engaged the enemy at 6 o'clock on Saturday morning until 7 o'clock at night, driving the Boers from ridge to ridge for a distance of three miles, and bivouaching on the ground gained. The Boer main position still confronts him.

The Boer Retreat on the Free State Threatened.

LONDON, January 21st.
General Lytton's Brigade has been engaged. It required seven hours' bombardment before the Boers disclosed their positions fully. Then the Naval guns and Howitzers silenced the Boer guns in a quarter of an hour, and prevented the Boers retreating.

The effect of the engagement was to prevent the Boers retreating. The British loss was about 20 killed and wounded.

Everything points to the early relief of Ladysmith.

A *Central News* telegram states that the enemy's losses yesterday were very heavy. The Boer retreat by Van Reenen's Pass was cleverly cut off by the British Cavalry and the Mounted Infantry, which did great execution.

Sir Charles Warren's column, which was splendidly handled, attacked the Boer right position from Acton Homes. After stern fighting it took two strong positions with a fine dash, all our troops behaving with the utmost gallantry.

Lord Roberts has issued an order to the troops under his command in which he insists on the grave importance of a conciliatory treatment of the country people, and strictly forbids looting.

The Vonters'ruit Action.

LONDON, January 22nd.
The fighting on Saturday, round Spionkop was very severe, but our troops were not to be denied and won all along the line. The *Daily Telegraph* states that General Warren has practically succeeded in securing the tableland constituted the key of the Boer position.

The enemy fired shrapnel which they had captured at Colenso. A message received from Spearman's Farm on Sunday states that Lord Dundonald holds the approach to Olivershoek Pass, which cuts off the retreat of the enemy in the direction of the Free State. Everything so far has turned out as General Buller planned, and expected, and the success of our arms is most satisfactory.

LATER.

Saturday's Fight: no News Yet of the Killed.

Intelligence from Spearman's Farm on Sunday states that General Warren's column rounded the extreme right of the Boers yesterday and stormed two ridges successively, the second of which is the last on the summit of Spionkop, which is still in the enemy's possession. Lord Dundonald's cavalry moved on our extreme left, covering the approach in the Tintars. Eleven officers and 279 men were wounded in yesterday's fighting.

Damage at Ladysmith by the Enemy's Shells.

LONDON, January 23rd.
A Boer despatch states that shells from "Long Tom" smashed General White's and General Hunter's quarters on the 22nd, but it is unknown if anybody was killed.

The Boers Fall into a Trap.

LONDON, January 23rd.

A message from Pretoria states that the Boer despatches from the Upper Tugela, dated the 19th instant, admit that the British Infantry took two rows of kopjes. They also state that 2,000 British Cavalry attempted to flank the Boers along the Darkensberg, and that a Boer patrol, mistaking some signals, encountered the British force and lost 14 killed and 20 wounded.

Sir Charles Warren's Difficult Task.

LONDON, January 24th.

The position which Sir Charles Warren obtained on the 21st instant, and is at present holding, is a very difficult one presenting the greatest hazards, but was the best he could get. On the 19th he tried to get an opening with the intention of taking the enemy in flank; but, after marching five miles to the westward he turned back, no opening of any sort having been discovered in the serrated range of hills. It was only possible to reach Dewdorp by making a very long detour which, besides exhausting the column, would have laid it open to harassing by the vigilant enemy following the march, and keeping level with the assailants by moving rapidly from one hill-crest to another.

The alternative was to take up a position near Acton Homes directly in front of Spionkop, the key of the enemy's position; and, by a frontal attack, force a passage to Ladysmith. This attack, it was stated by General Buller in his dispatch, was fixed for the night of the 23rd; but up to three o'clock this afternoon, no further news had reached London. It is believed in military circles here that Sir Charles Warren, who has a long experience of Boer tactics, and South African warfare generally, would suggest something less risk than the movement indicated in General Buller's despatch.

The Condition of the Ladysmith Garrison.

Correspondents at Ladysmith, who were able to get messages through on Monday, state that the beleaguered garrison has ceased to speculate as to the precise date of deliverance. It has been unable to discern any developments of General Buller's advance, which has so far had very little appreciable effect on the investing army, except that it seems to have drawn a portion of it hence. The utmost vigilance is still exacted of Sir George White, and any slackness would probably be the signal for a general assault, which might eventuate disastrously. The garrison, however, is confident and awaits its ultimate relief with patience.

The Value of Spionkop.

LONDON, January 24th.
General Sir Redvers Buller telegraphed from Spearman's Camp on the 23rd, at 6.20 p.m., that the enemy's position is 1,400 yards in front of General Sir Charles Warren, and west of Spionkop, on higher ground, and only approachable over bare open slopes.

The ridges held by General Warren are so steep that our guns cannot be placed on them, but we are shelling the enemy with howitzers and field guns, placed on lower ground, behind the infantry. The enemy reply with their Crepusculi and other artillery. In this artillery duel, the advantage rests with us, as we appear to be searching their trenches, while the enemy's fire is not causing much loss.

He repeats in a despatch that an attempt will be made to-night to seize of the enemy's position facing Thicket's Drift, and dividing it from the position facing Potgieter's Drift. It has considerable command over all the enemy's entrenchments.

Another Kopje Captured.

LONDON, January 25th.
Reuter, writing from Spearman's Camp on the 23rd evening, says that the result of the fire of our Howitzers, field guns, and rifles was that the Boers to-day abandoned the crest of the kopje, whereupon our Infantry occupied it.

The Boers were sheltered by a stone wall on the slope of the kopje, which they held for hours; but in the afternoon they retreated across a ravine, while our sharpshooters and light artillery pounded them.

Our casualties were small.

KIMBERLEY.

Heavy gun-making in Kimberley.

LONDON, January 23rd.
A 28-pounder gun has just been constructed at Kimberley, firing 8,000 yards accurately.

The Boer Magazine at Magersfontein blown up.

LONDON, January 24th.
An intermittent artillery duel is reported from the Modder River, and a success has been achieved by Lord Methuen, whose shells have destroyed the Boer powder magazine at Magersfontein. This is an important incident, as the enemy's line of communications has been intercepted, and supplies are not easily obtainable.

MAFEKING.

Colonel Plumer's attempt to relieve Mafeking.

LONDON, January 22nd.
A Reuter's despatch from Mochudi, dated the 12th instant, says that a Boer patrol attempted to approach and burn Gaberones Station; but an armoured train frustrated them. The enemy escaped.

A despatch from Gaberones, on the 14th instant, says that Colonel Plumer's reconnoitred the Boer position at Cucudille Pools. The British have rebuilt the bridge south of Gaberones.

Col. Baden-Powell Confident.

A message has been received from Colonel Baden-Powell, dated the 15th, which states that he has still three months' food for the garrison at Mafeking, and has no intention of giving away one bit to the besiegers, who have increased their numbers but not their effectiveness.

A Story About Mafeking.

LONDON, January 23rd.
A Modder River correspondent transmits an amusing story of the siege of Mafeking. It seems that Colonel Baden-Powell unearthed an old ship's 7-pounder, firing solid shell. The enemy were much disconcerted, wondering how he acquired his new Ordnance.

GENERAL.

Re-Imforcements.

The Imperial Yeomanry and the Eighth Division.

The Composition of the 16th and 17th Brigades.

LONDON, January 21st.
It is proposed to leave the Imperial Yeomanry with experienced detachments of local Mounted Corps.

The mobilization of the Eighth Division is in progress.

The 16th Brigade comprises the 2nd Grenadiers, the 2nd Scots Guards, the 2nd East

Yorkshires; the 15th (sic) Leinsters. The Supply Companies are mobilising at Woolwich, and the remainder at Aldershot.

The 17th Brigade, the staff of which is collecting at Aldershot, consists of the 1st Worcestershires, the 1st South Staffords, the 2nd West Kents, and the 2nd Manchester.

The Supply Column comprises 37th Company, Army Service Corps; No. 21 Bearer Company; and a Field Hospital.

The Divisional Artillery includes the 89th, 90th, and 91st Field Batteries.

The Eight Infantry Battalions, including a mounted company each, are of full strength, the total amounting to 10,540 officers and men, 1,500 horses, eighteen guns, and eight machine guns.

Majors Dabery and Wilson, formerly of the Bedfordshires and the 10th Hussars, are to command two companies of Hussar Reservists for Remount Depots in Africa.

A Railway Volunteer Corps.

The formation of a corps of Railway Volunteers has been approved, 2,500 being granted.

The Second City Volunteer Contingent.

There was a second service for the City Volunteers at St. Paul's Cathedral last night. The streets were choked with swaying, roiling multitudes, heedless of the downpour of rain. The Benchers of Lincoln's and Gray's Inns afterwards supplied the Contingent and several judges delivered eloquent speeches. Colonel Mackinnon eulogised the Lord Mayor's energy. The proceedings were tumultuous.

More Field Batteries.

The transport *Manchester* Port has sailed for the Cape with the 83rd, 84th, and 85th Field Batteries and details, representing a total of 29 officers, 500 horses, and 17 guns.

The *Major* has arrived at Cape Town; and also the *Deurk* (sic)—with General Hector Macdonald on board—and the *Jelunga*, with two companies of Garrison Artillery and details.

The Staff of the Eighth Division.

LONDON, 23rd January.
The Eighth Division Staff consists of Colonel Harley and Major Cavendish, of the Argyll and Sutherland; Captain Walsh, of the Leicestershires; Colonel Morrison and Major, Major Jerome, and Captain Bennett, of the Worcestershires.

Major-Generals H. B. D. Campbell and J. E. Boyes, command the 16th and 17th Brigades, assisted respectively by Captains Gascoigne and Fitzgibbon. Their *Aides-de-Camp* have not yet been named.

More South African Horses.

Two more Regiments of South African Light Horse are being raised under the name of Robert's and Kitchener's Horse.

The Imperial Yeomanry are forsaking their own hunters, and ordering coats averaging 1.43.

The Cameron Highlanders.

The Cameron Highlanders have been ordered from Cairo to the Cape.

Regulars as Mounted Infantry Men.

CALCUTTA, 24th January 10 to a.m.
Three hundred and fifty Mounted Infantry from the Essex, the Durhams, and the West Ridings, sailed to-day for Durban on the "Palamotta," under Major Cruickshank, of the Essex Regiment. The men are a remarkably fine lot, most of the West Ridings wearing the Matabele Medal. The public gave them a magnificent send-off, and provided them with numerous luxuries and comforts for the voyage.

The Lieutenant-Governor, General Protheroe, and many thousands of people, were on the wharf to bid them good-bye.

A Madras Mounted Infantry Contingent.

RANGOON, 24th January.
A proposal has been made to raise a Madras Contingent of Mounted Infantry Volunteers for service in South Africa, the Corps to consist of two Companies of 125 men each, under the command of Major John Logan, Commandant of the Coorg and Mysore Rifles. It is believed that there will be no difficulty in obtaining the necessary number of recruits, General Wolsley, Commanding the Madras forces, has approved the proposal which he is submitting to the Government.

MISCELLANEOUS.

The Methuen-Wauchope Affair.

LONDON, January 24th.
The relations of the late General Wauchope disbelieve the alleged "Don't blame me, men" speech which he is reported to have made to his Highlanders before he died. Lord Wolsley denies all knowledge of the letter of General Wauchope, said to have been written by him on the night previous to the reverse at the Modder River, complaining of Lord Methuen's plans.

General Wauchope's Widow Quotes from his last Letter.

Besides the denial of Lord Wolsley that the War Office possess a letter in which General Wauchope criticises Lord Methuen, his widow quotes the *Scotsman* quoting General Wauchope's last letter, in which, mentioning Lord Methuen, he wrote as follows:—"Methuen has had a hard time. He must be a really gallant soul to shove along as he does."

Count Buelow's Speech.

The speech of the German Foreign Minister, regarding the seizure of the *Bundesrath* and other German vessels, is causing some stir here. The *Times* is astonished at the almost minatory tone of the conclusion of Count Von Buelow's speech.

THE GERMAN BUDGET.

This year's German Budget shows a steadily increase in every department, the enormous total of 2,058,335,551 marks in expenditure being now reached. It is true that this is only something over £1,000,000,000, but it must always be remembered in German finance that each State has its own budget, and sometimes a pretty stiff one, over and above the imperial charges. The army, the navy, and the colonies, each constitute a heavy and increasing burden on the Empire, the possessions in South-West Africa and South-East Africa alone swallowing up some fourteen millions of the revenue.

A further loan of 76,000,000 will have to be issued. In view of the necessity now so much discussed of promoting English emigration to the Cape in order to balance the Dutch preponderance there, it is interesting to observe that loans of 3,000 to 4,000 marks free of interest are being offered to colonists who brave the desert by endeavouring to settle in South-West Africa, where also a further instalment of the Swakop Wind-hock railway is to be built at the Imperial expense.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.141
Thermometer 57.3
Humidity 79.9
Rainfall 1.76

TO-DAY.

Barometer 30.25
Thermometer 59
Humidity 74
Rainfall —

TO-MORROW.

Chinese—9th of 1st moon of 26th year of Kwang-si.
Sun—Rises 6hr. 39min.
Set 5hr. 49min.
High water—Morning 4hr. 50min.
Afternoon 3hr. 55min.
Low water—Morning 7hr. 55min.
Afternoon 4hr. 10min.

1626—The Spanish fleet left the port of Cavite, by order of the Governor of Manila, for the purpose of taking Formosa.

1819—John Ruskin born.

1849—Roman Republic proclaimed.

1868—Great fire at Fenchow.

1872—Assassination of Lord Mayo, Viceroy of India.

1879—Russia-Turkish Treaty signed.

1890—Great fire at Yokohama, Japan. Collision at Kobe between the steamers *Feibridge* and *Atsuta Maru*.

1897—The *Kurik* docked at Hongkong; largest vessel docked in Hongkong.

1898—Disastrous cyclone at Mackay, Queensland.

TO-MORROW.

Chinese—10th of 1st moon of 26th year of Kwang-si.
Sun—Rises 6hr. 38min.
Set 5hr. 50min.
High water—Morning 4hr. 50min.
Afternoon 3hr. 55min.
Low water—Morning 7hr. 55min.
Afternoon 4hr. 10min.

ANNIVERSARIES.

1555—Bishop Hooper burnt.

1857—The *Teutonia* found drifting about in Palawan Passage; captain, crew and 250 coolies missing.

1891—Destructive fire at Kowloon City.

AGENDA.

TO-MORROW.
Daylight—N. Y. K. steamer *Hikachi Maru* for Europe.
Austrian Lloyd's Steam Navigation Co.'s steamer *Trieste* leaves for Fiume and Trieste.
Cargo ex *Trieste* subject to rent.
5 for 5.30 p.m.—Emergency meeting of the Eothen Lodge.

SATURDAY, 10th.
N. P. R. steamer *Glenage* leaves for Victoria, B.C. and Tacoma.
(About) C. & O. steamer *Campanthenshire* leaves for San Diego and Frisco.

SUNDAY, 11th.
(About) N. Y. K. steamer *Holsatia* leaves for Havre and Hamburg.
(About) S. & T's New York Line steamer *Queen Eleanor* leaves for New York.

MONDAY, 12th.
3.00 and 3.15 p.m.—Auction sale of Crown Lands, Vanchai Road and Queen's Road East, at P. W. D. Offices.
4 p.m. N. Y. K. steamer *Idzumi Maru* leave for Victoria, B.C. and Seattle.
9 p.m.—Amateur Dramatic Club, "Yeoman of the Guard" at the City Hall.

TUESDAY, 13th.
Noon—O. & O. steamer *Gaelic* leaves for San Francisco.
Noon—C. & O. steamer *Tsinau* for Australia.
N. P. R. steamer *Abergeldie* for Portland Oregon.

WEDNESDAY, 14th.
C. P. R. Co.'s steamer *Empress of Japan*, leaves for Victoria B.C.
Cargo ex *Gaelic* subject to rent.

THURSDAY, 15th.
Cargo ex *Benbow* subject to rent.
9 p.m.—A. D. C. "Yeoman of the Guard" at City Hall.

MAILS DUE.
Australian (*Australian*) 12th inst.
American (*Hongkong Maru*) 12th inst.
French (*Sydney*) 14th inst.
American (*Algon*) 20th inst.
Canadian (*Empress of Japan*) 23rd inst.
American (*China*) 24th inst.
American (*Doric*) 1st prox.

The steamer *Kamsang*, from Calcutta and Straits left Singapore for this port on Wednesday 7th inst., at 500 p.m.

This

Entertainment.

THEATRE ROYAL.
CITY HALL.HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
FIVE PERFORMANCESTHE YEOMEN OF THE GUARD,
OR
THE MERRYMAN AND HIS MAID.W. S. GIBBERT & ARTHUR SULLIVAN,
ON
MONDAY, 12th February.
THURSDAY, 15th
SATURDAY, 17th
SUNDAY, 19th
MONDAY, 20thCommencing each Evening at 9 P.M. precisely.
Dress Circle and Stalls \$3
Pit 2
Half-price to the Pit for Soldiers, Sailors,
and Police in Uniform.TICKETS can be obtained at the Booking
Office of the Theatre, City Hall, on and after
MONDAY, the 5th February, at 10 A.M.
The Booking Office will be OPEN Daily
from that Date from 10 A.M. to 4 P.M. except
on Race Days, when it will be open from 10
A.M. to 12 Noon.Late Trains will run 1 hour after the fall of
the curtain.
H. C. NICOLLE,
Acting Manager.
Hongkong, 29th January, 1900. [123]

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Board of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [105]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Registers of Shares of this Corporation will be CLOSED from SATURDAY, the 3rd to the 17th day of February, both days inclusive, during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 24th January, 1900. [106]

HONGKONG AND WHARF DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 24th February, both days inclusive.

By order of the Board of Directors,
THOS. L. ROSE,
Secretary.

Hongkong, 30th January, 1900. [127]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Offices of the Company, Leeder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

J. ARNOLD, General Manager,
HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [129]

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8 per Cent or \$2.00 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 2nd February, 1900.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 1st February, 1900. [136]

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 29th day of January, 1900, the following Resolution was passed:

That a CALL of One Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 3rd day of March, 1900.

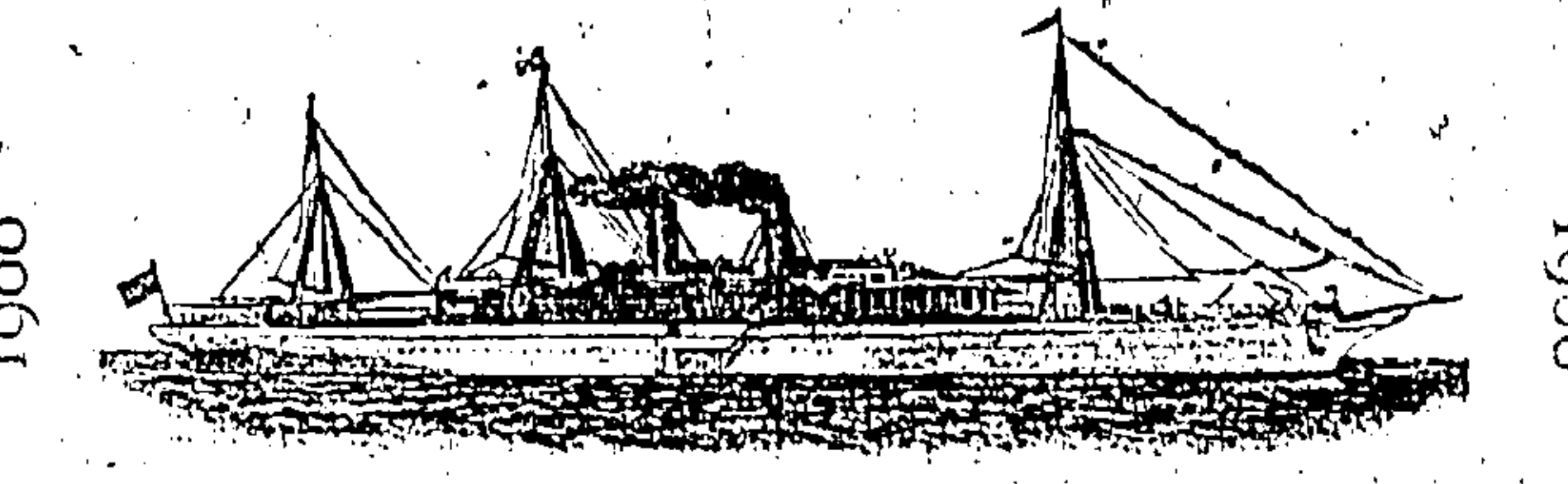
And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 3rd day of March, 1900, at the rate of 5 per cent per annum, upon all calls remaining unpaid after the said 3rd day of March, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 30th January, 1900. [130]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 14th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 4th April.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pulley Street, Hongkong, 17th January, 1900. [5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Algonquin...13750 R. D. Jones...Feb. 13

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Algonquin...13771 J. M. May...Feb. 13

THE attention of Passengers is directed to the very cheap rates often by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the best class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. whichever may be the destination of the Steamer.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 5th February, 1900. [1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carmarthenshire...12929 about Feb. 10

Belgian King...13379 about Feb. 21

Thyra...13406 about Mar. 6

Lady Foley...13406 about Mar. 31

THE Steamship "CARMARTHENSIRE" will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL" Captain S. Darshan, carrying Her Majesty's Mails, will be despatched from this Port for HOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd February, 1900. [6]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HITACHI MARU...MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID...To-Morrow, 9th Feb., at Daylight.

*IDZUMI MARU...VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOOSUNG), KOBE and YOKOHAMA...MONDAY, 12th Feb., at 4 P.M.

WAKASA MARU...MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID...FRIDAY, 23rd Feb., at Daylight.

KASUGA MARU...MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE...FRIDAY, 23rd Feb., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 7th February, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HOLSATIA...HAVRE and HAMBURG...7 14th February...Freight.

Babie...LONDON with transhipment in HAMBURG...About 4th March...Freight.

ALEXIA...BORDEAUX, HAVRE & HAMBURG...About 16th March...Freight and Passage.

SAVOIA...HAVRE and HAMBURG...About 18th March...Freight.

ASTORIA...LONDON with transhipment in HAMBURG...About 31st March...Freight.

SAXONIA...HAVRE and HAMBURG...About 31st March...Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu...Thursday, 22nd Feb., at Noon.

NIPPON MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu...Tuesday, 20th March, at Noon.

AMERICA MARU...via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu...Saturday, 14th April, at Noon.

THE Steamship "HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 27th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Alcoa (via Moji, Kobe) Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship "ALCOA," will be despatched for SAN FRANCISCO, via MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 18th January, 1900. [1]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS. Tons. S'hai. H'kong. S'pore.

Parranatta...4886 Mar. 27 Mar. 31 April 6

Massilia...5026 April 10 April 14 April 20

For Freight or Passage, apply to
H. A. RITCHIE,
Superintendent, Hongkong.
4th December, 1899. [23]

To be Let.

TO LET.

No. 2, CAMERON VILLAS, PEAK, from 1st April next.

Apply to
HELILIOS & CO.
Hongkong, 6th February, 1900. [155b]

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PRINCE STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 17th November, 1899. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895. [10]

Intimations.

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM—by RUDYARD KIPPLING, Music by Sir ARTHUR SULLIVAN.

Has created a future unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay!"

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO.,
Hongkong, Shanghai & Singapore.
Hongkong, 20th December, 1899. [1580a]

JAPANESE CURIOS.

JUST RECEIVED.

OIL PAINTED and EMBROIDERED SCREENS, LACQUERED BOXES, and Several Kinds of PHOTOGRAPH FRAMES at MODERATE PRICES.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 18th January, 1900. [41]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS and GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [18]

MITSUBI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—Milki Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yoshinotani Coal Mines, Ono Coal Mines, No. 1, Ohtsuji Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yoshio Coal Mines, Yamano Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokyo Marine Insurance Co., Ltd., Kanagawachi Cotton Spinning Mills, Shunghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikito Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUBI BUSSAN KAISHA, M. FUJISE, Manager.

